

List of Efficiencies Considered by the Task Force

- Actively manage bond issues and refinance when there are savings
- Address truck parking issues
- Allocate funds by actual maintenance costs instead of to population and centerline miles
- Allow greater flexibility for local agencies to do local fund to primary fund transfers
- Allow local road agencies to administer federal funds for local projects
- Assess current weigh station operations and alternative enforcement strategies
- Consider emerging technologies in pavement management
- Consider privatized vehicle registration and retail sales of privately-produced license plates
- Continue efforts to enhance coordination between local, state, and federal agencies
- Create a transportation innovation center to include best practices and new technology across modes
- Create consistent truck access at trade centers to reduce barriers
- Create incentives for non-transportation agencies to contribute to transportation projects
- Decrease Michigan's donor status for public transit funding
- Eliminate all Interdepartmental Grants; spend transportation money on transportation
- Eliminate the win-lose aspect of transit funding to allow development of most useful and efficient service
- Enable rapid natural disaster recovery
- Enact enabling legislation for local-option funding tools
- Enact enabling legislation for P3s to build or operate infrastructure
- Encourage innovation and help overcome resistance to change
- Encourage MDOT to expand the public-private partnership for Park and Ride lots
- Establish funding for improving or expanding railroad lines and/or terminals
- Establish incentive fund for agencies that generate cost-savings through efficiencies
- Grant MDOT more flexibility in the divestiture process
- Improve infrastructure to accommodate the 286,000 lb standard for select commodities
- Improve length of Willow Run Airport runway to reduce flight rerouting to DTW for refueling
- Increase allowable truck and trailer combinations
- Increase county road commission competitive bid threshold to \$300,000
- Install "next bus" or "next train" technology
- Institute a five-year freeze on all Interdepartmental Grants
- Limit funds to the departments of State and Treasury to actual costs of collection
- Maximize toll credits from existing toll facilities
- Partner with developers to make road network improvements
- Reduce cost of repairs & time in congestion to improve efficiency of motoring public & trucking industry
- Reduce requirements for parking in commercial developments; allows increased density, less need for private vehicles, encourages transit development
- Reinforce requirement for airports to follow their pavement management plan

- Repeal Act 51; devise new road funding mechanism to include an equitable distribution formula
- Require truck licenses out of state to pay an additional user fee
- Resolve funding and regulatory barriers at the national level (i.e. Jones Act)
- Review and revise state and federal regulations that impact agency efficiency
- Share toll fares with local agencies adjacent to toll routes
- Stabilize and increase federal passenger rail funding; ensure state match funds
- Stabilize funding for transportation services
- Streamline border inspection process to reduce wait times
- Use Asset Management Condition data in fund allocation
- Use uniform smart card fare system
- Utilize increase in MTF dollars (if any) as incentive to raise local funds for transportation